

WAAS CH 40421 W23A	APP CRS 233°	Rwy Ldg 5718 TDZE 1292 Apt Elev 1313
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RNAV (GPS) RWY 23
MOORE-MURRELL (MOR)

T Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated
A NA Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 35°C (95°F).
DME/DME RNP-0.3 NA. When local altimeter setting not received, use
Mc Ghee Tyson altimeter setting and increase all DA 133 feet and all MDA 140
feet, increase LPV all Cats visibility to 1½ miles, LNAV/VNAV all Cats visibility
to 5 miles, LNAV and Circling Cat B visibility to 1½ miles and LNAV Cats C
and D and Circling Cat C visibility to 3 miles.

MISSED APPROACH:
Climb to 5000 direct
SIQCU and on track
299° to MALIN and
hold.

AWOS-3 126.725	KNOXVILLE APP CON 132.8 360.8	UNICOM 122.8 (CTAF) 0
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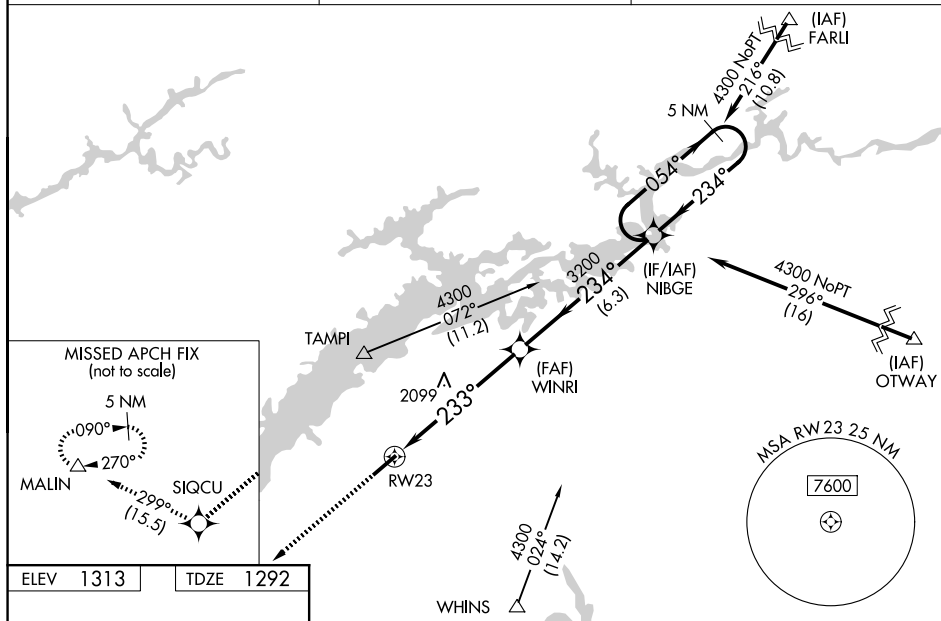


Diagram illustrating the approach procedure for Runway 23 (RW23) at MIRA. The procedure includes a 5 NM Holding Pattern at 5000 feet, a 5.9 NM leg to the RW23 fix, and a 6.3 NM leg to the WINRI fix. The approach is a 233° descent to 3200 feet, followed by a 234° turn to 054° for the final approach. The final approach is a 054° descent to 4300 feet. The diagram also shows the 5718 X 100 runway and the 0.7% UP slope. The diagram is labeled with 'REIL Rwy 5 and 23' and 'MIRL Rwy 5-23'.